DeLoreanWorld

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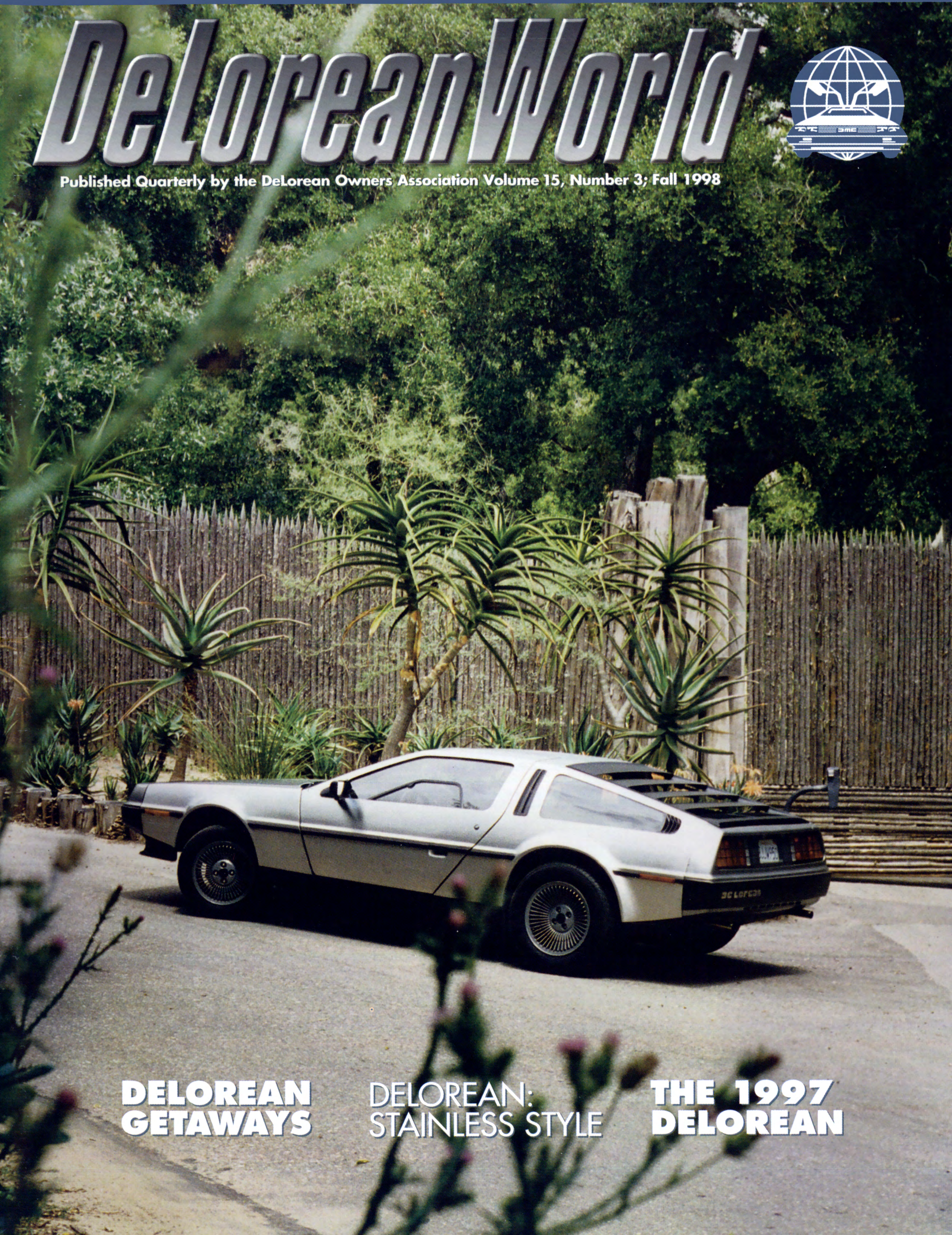
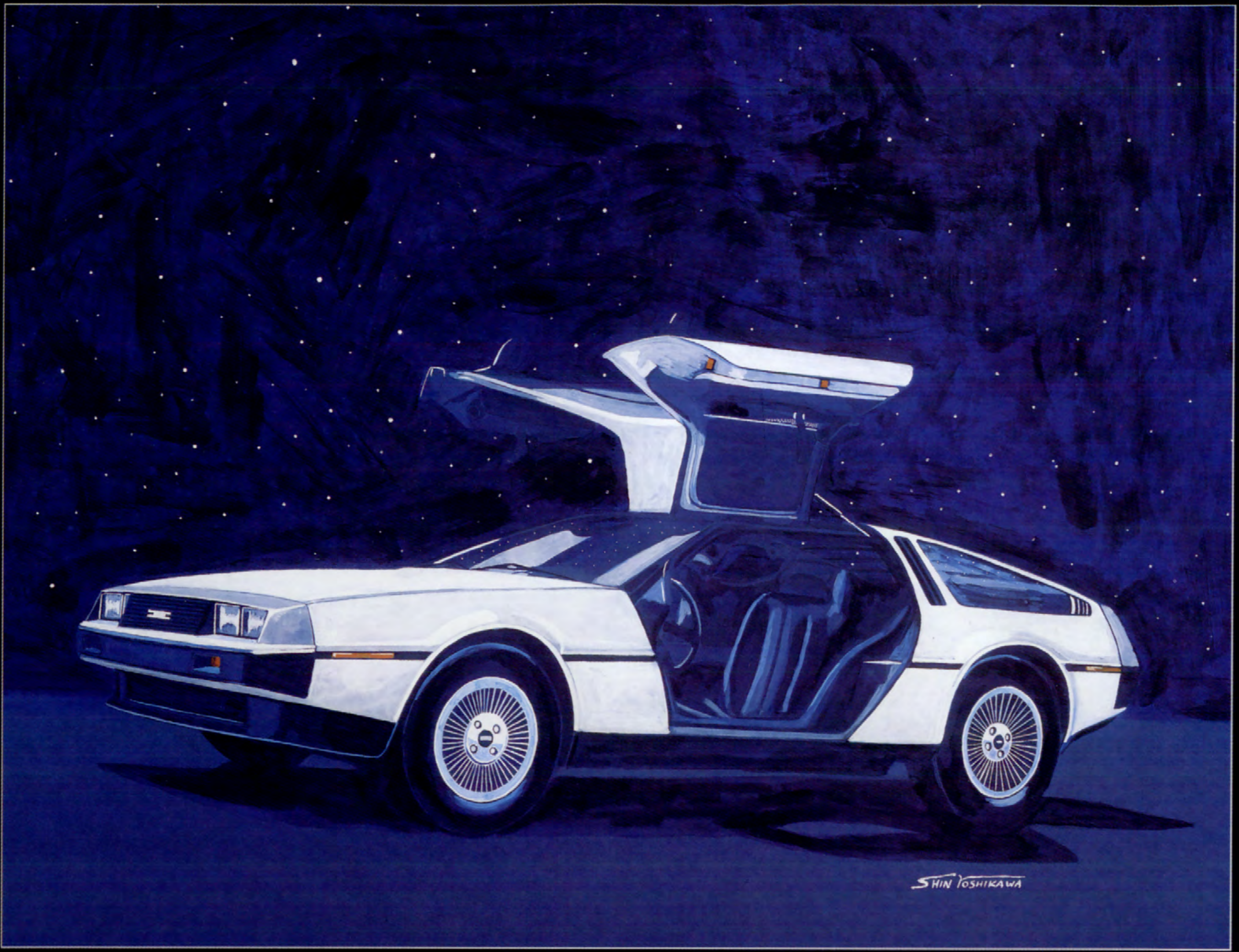


DELOREAN GETAWAYS

DELOREAN: STAINLESS STYLE

THE 1997 DELOREAN



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DeLoreanWorld

DeLorean World, Volume 15, Number 3; Fall 1998

ON THE COVER
Photograph: Lorraine Breer
A back road in Santa Barbara.
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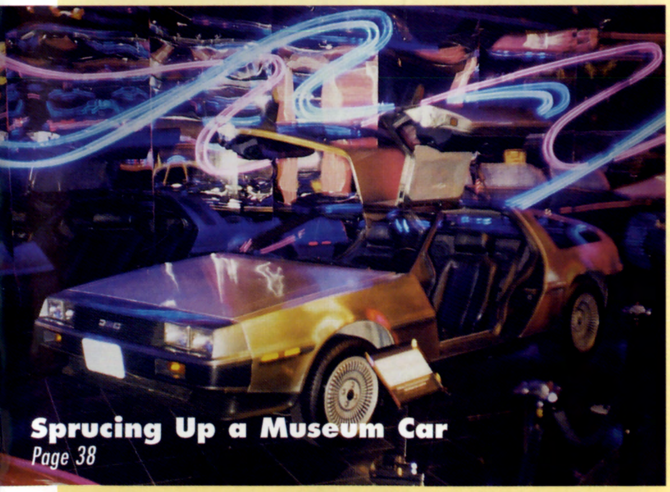

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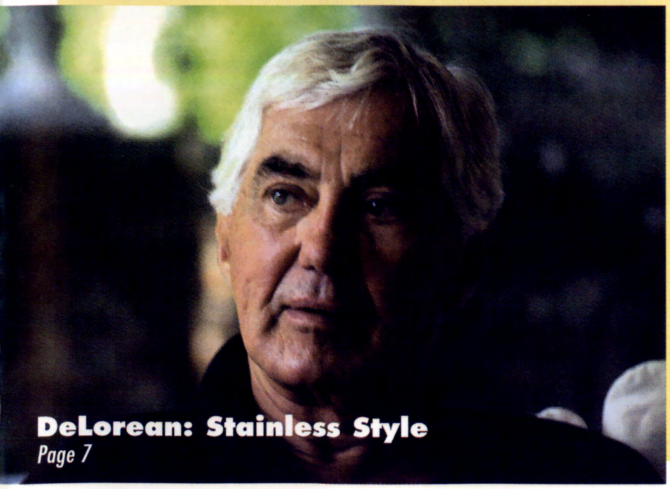

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PRESIDENT'S MESSAGE

By Linda Porter

Earlier this summer, I had occasion to be in St. Louis, Missouri on business. I took the opportunity to extend my trip and fly up to Cincinnati, Ohio to attend the DeLorean Car Show that was held at that city's Museum Center. This event was successfully planned by a DeLorean owner, Ken Koncelik. There were DeLoreans from surrounding states as well as some that were driven quite a distance to be there and take part in the event. It is always a pleasure to see several DeLoreans together, and this weekend saw many on display! The Art Deco Museum Center was a dramatic backdrop for the car show, and the stainless steel fairly gleamed under a sunny sky. I was happy to see the excitement the cars generated, as well as the enthusiasm for meeting and sharing experiences between owners. I know the future of our cars is secure when I see so much care and interest on the part of today's owners. Ken is to be congratulated on a job well done.

Interest still runs high on the DeLorean. Whether it's on "the net", in a casual conversation with a new acquaintance, or after catching a fleeting glimpse of a DeLorean in a movie, people want to talk about the car. Some months ago, I volunteered to work with several other Board members in cleaning the Petersen Automotive Museum's display DeLorean. We worked for a couple of hours one Sunday before a regular Board meeting. The museum was open for business and we were encouraged to talk with and answer questions from the public. And they were interested. Many were very knowledgeable about the car, but most were surprised to hear there was an organization devoted to the marque.

I am often asked about buying a DeLorean and what they are worth. My standard answer is "It depends". As in everything else, you usually get what you pay for. Everyone is looking for a bargain and I am no exception. But when it comes to a collectable car, if the price seems too good to be true, watch out! Sometimes those bargains come with a very high, hidden price tag. We are lucky in that there are reputable DeLorean service centers in various parts of the U.S. that can be called upon to check out those bargains. The money spent on a consultation before purchase, can often save thousands after purchase.

IN THIS ISSUE...

What do candles, DeLoreans and Yankees have in common? Read Hank Breer's article and find out.

We have an interview with the Falks who were gracious enough to open their home to us at our Expo in Nashville.

With permission from Bloomberg magazine, we have "DeLorean: Stainless Style" that ran in the March 1998 issue. An informative article with a positive outlook, it will make you glad you own a DeLorean.

Our Tech Talk series, and articles from several members recounting the work they have done on their DeLoreans should please the technical minded members among us.

To wrap it all up, David and Mary Lou Knudson Get-Away, this time, to the Anza-Borego Desert of Southern California in their DeLorean.

DELOREAN WORLD

Letters TO THE EDITOR

We welcome your letters about Delorean-related issues, so join in. We may need to edit what you send us for clarity, content and brevity, however.

Send your letters to David Knudson, P. O. Box 423, Tujunga, CA 91043-0423

Dear Editor,

In reference to the Tech Talk section in your Winter '98 issue, I do believe I read that if the trunk cable snaps and there is no "backup rig" installed, access to release the latch can be obtained from the underside of the trunk by pushing out a plug and using a hooked wire. Since most people will read about the backup rig but probably not install it, this other means of opening the hood is probably more important to know.

I do enjoy reading DeLorean World and know it takes a lot of care and time to produce. I look forward to future issues.

Ron Jackson, Tucson, AZ

Thank you for the input. This option is available but it requires considerable dexterity to push the rug up from inside and to be able to find the latch. The wire must be very strong, the car must be elevated and if anything of weight is in your trunk, you won't be able to do it. That's why we encourage owners to use the backup rig. Editor

Dear Editor,

Ever since the "Back-to-the-Future" films, my son has wanted a DeLorean. He worked hard, saved his pennies and with help from us, was able to buy one for $13,700. Compared to other, less attractive sports cars, this was a real bargain, I thought. We live in a small town so before we bought one, we had to watch the papers for a while and drive in to St. Louis and Kansas City to look them over. The ones we saw were pretty beat up with one exception. That was the one we bought.

It hadn't run for a long time (it was in the owner's garage) so it wouldn't start. I paid a local service station to flat bed it home.

From that day on, it was one disaster after another. I am pretty mechanically-inclined but I have put out over $3,000 in parts and it's still not running right. It seems something new gives out every time its driven.

My son is very disappointed because he thought he'd have a great car to drive around by now but, it can't be trusted.

In spite of it all, we're keeping it but we were really taken advantage of. I'd like you to publish this in hopes of saving someone else this kind of grief. Buyer beware.

Walter and Mark Danuloff,
Booneville, MO

We're getting more and more letters like this. Some folks who thought they bought a bargain sports car have ended up furious and cursing it as being inferior. Of course, these results produce unhappy people but they also spread ill will that affects all owners.

The DeLorean marque has gone through a series of eras. This is the "I-got-a-great-deal-on-a-DeLorean-and-am-I-sorry" era.

Numerous neglected and abused cars are on the market now leading to the mistaken impression that someone can make a real buy on a DeLorean. Certainly, there are those who have, but the vast majority of the "deals" turn into nightmares.

Unless you want a major project and are prepared to put thousands into it, have a qualified service center look it over carefully before you buy it. Editor

Dear Editor,

I know the Association has had many events through the years. Which brought out the most DeLoreans?

Guy Malhotra, Aurora, CO

That's easy. It was Friday, July 9, 1993. 111 DeLoreans caravaned to and gathered at Universal Studios in Studio City, California to celebrate the opening of the Back to the Future Ride.

The event was remarkable for other reasons, too. It was put together in 2 1/2 weeks including getting invitations out. Only Southern California people were invited. The caravan traveled from Orange County to Studio City (approximately 40 miles) at rush hour on the freeway. We had a police escort and news helicopters continually buzzed us. Everyone was given a free VIP pass which allowed them in a "secret door" to the ride so they could go on it over and over again without waiting in the long line. Editor

WHO'S WHO

BOB AND SUSAN FALK • NASHVILLE, TENNESSEE

by David Knudson, Editor

SPECIAL FEATURE

Many members of the Association had an opportunity to meet Bob and Susan Falk when we were invited to their mansion on Sunday during DeLorean Expo '96 in Nashville. It was a wonderful "photo op" for these members who were fortunate enough to be able to stay the extra day.

A group of approximately 30 cars lined up across the Falk's expansive driveway as shutters clicked showcasing the cars in front of their home - an impressive replica of "The Elms", a Newport, Rhode Island mansion built in 1902. The members were extremely impressed with Bob and Susan's gracious hospitality, as well as the beautiful setting of their home. Therefore, this attractive Nashville couple were natural candidates for our "Who's Who" section.

Although extremely busy people, Bob and Susan, along with their two children, Todd – 18 and Vanessa – 17, find time to relax now and then. When they do, they do it right. For example, this interview took a while to coordinate because they were fishing and scuba diving from their yacht in the Bahamas.

It is easy to realize that Bob and Susan have done extremely well, so I was eager to hear about their background. "I was born and raised in Chicago." Bob related. "I have a Bachelor's Degree in Mechanical Engineering (BSME) and a Master's Degree in Business Administration (MBA) from Vanderbilt. Susan was also born and raised in Chicago and she graduated from the Art Institute with a Bachelor's of Fine Arts Degree in Interior Design."

Bob continued, "We met in Chicago while I was a flight instructor of a flying business I started on the side. A friend of mine who I taught to fly told me he had a sister-in-law who also wanted to learn. So he brought Susan out to the airport. It all started as a student/instructor relationship and ended up as a marriage. That was 26 years ago."

Bob's business acumen began to soar quickly in life. He and a partner bought a high performance, instrument-equipped, single engine airplane and started a flying club. The idea was to charge $10 a month dues and $15 an hour to rent the plane "dry". The club took off and within the first year, they had 7 planes and were subleasing another 5.

During that period, he was employed by a management consulting firm that specialized in a wide range of large projects, about 50% of the projects were healthcare related. He was flying one of his planes all over the country consulting on projects and running the flying business on the side.

"Then, I was assigned to consult with a new company in Nashville, TN (Hospital Affiliates, Inc.) that owned, managed and developed hospitals", Bob related. "After flying back and forth from Chicago to Nashville for 1 1/2 years, the company asked me to work exclusively for them as Vice President of Acquisitions and Development. But after building and acquiring over 100 hospitals in the U.S. and abroad, I decided to start my own company and do it myself."

He founded Healthcare Corporation in 1981 which is involved in owning, managing and developing renal dialysis facilities within university hospitals, community hospitals and free standing clinics. Since then. his company has merged with 2 other renal care companies.

Asked about his other-than-business interests, Bob says, "I call it the ABC's of life - Airplanes, Boats and Cars," and he has quite a collection of them, including his DeLorean which he drove daily for many years.

The Falk's collection includes a Beechcraft Baron (B-58), a Beechcraft King Air (B-200), a 70' CMY Hatteras Yacht (The Chairman), a 30' Intrepid fishing boat (Sea E OH) which he tows behind his yacht, a 47' triple engine Fountain (Falkin' Haulin') capable of 80 mph plus, 4 jet skis, a pair of V-12 Mercedes (a S-600 and SL600), an SLK Mercedes, a '69 Corvette, a 1 ton Chevy dually truck, a Suburban and a Jeep.

Asked why he chose a DeLorean, Bob reported, " I was interested in the gullwing design. I had a friend in school who bought a gullwing Mercedes and I watched the value go up and up. I have worked with many metals and stainless steel is one of my favorites. It's simply a neat car."

It is obvious that the Falks could live anywhere in the country they wanted to but Bob said, "We like Nashville. It's a great city, easy to get around, friendly people, beautiful rolling hills, and a high quality of life. When I lived in Chicago, I thought you would be deprived if you didn't live in a big city. Now I know it's the other way around."

DeLorean: Stainless Style

Reprinted from Bloomberg *magazine*

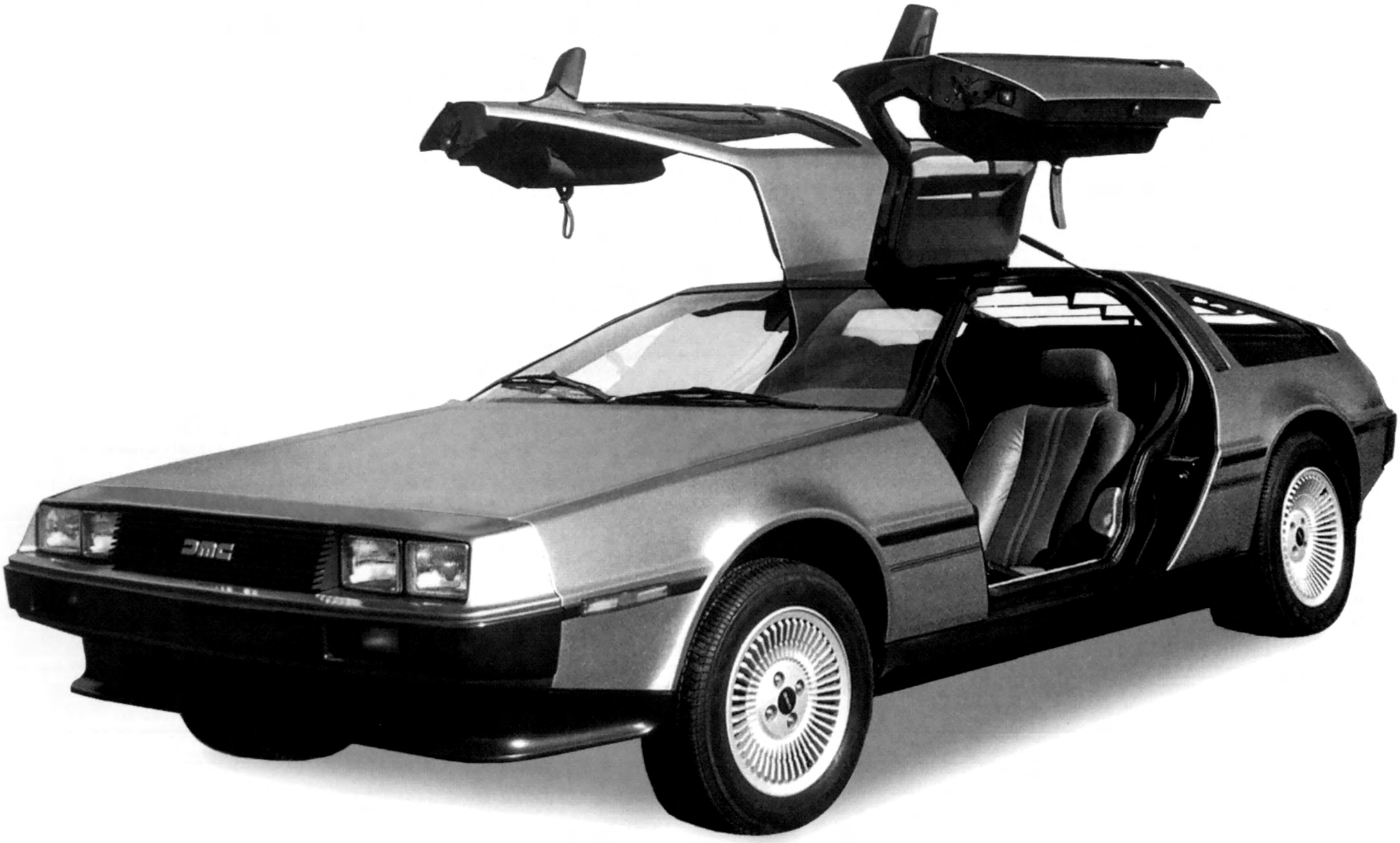
by George Mahlberg

A rear-mounted, 130-horsepower, fuel-injected, aluminum 2.8-liter V-6 engine; a Lotus-designed, double-Y, backbone-frame chassis; brushed stainless steel skin; and gull-wing doors combine to give the DMC-12 its power, style, and attitude

IN THE AUTO COLLECTOR, passion and desire and, ultimately, the worth of the prize are fueled by a more elusive variable: taste. With a personal yardstick, a collector measures the beauty of sculpted form, the excellence of mechanical workmanship, or the satori of the driving experience.

Within that discerning group, those who live to pamper and preen their mechanical love objects rub bumpers with those who seek headier satisfaction: making money. Many such exotic cars are purchased and garaged as investments in the rare car market—a market that may be whimsical at times, but that can offer the long-term investor a substantial return. The DeLorean DMC-12 appeals to both breeds.

It's been 17 years since John DeLorean challenged the automotive industry when he rolled out his so-called ethical sports car from a state-of-the-art factory in Dunmurry, Northern Ireland. The history of DeLorean Motor Co. was daring, turbulent, and disastrous, leaving a lasting stigma on its founder. DeLorean's legacy as one of General Motors Corp.'s most respected automotive engineers was overshadowed by the U.S. government's charges that DeLorean had trafficked cocaine as a means to finance his fledgling company. Even though he was exonerated from all federal drug charges brought against him, his reputation and credibility were devastated, several of his colleagues



Photograph courtesy of Robert Lamrock

George Mahlberg

abandoned him, and his new company was destroyed. Yet from the tangle a nearly perfect driving machine emerged.

Technically, the DMC-12 is a solid automobile, powered by a rear-mounted, 130-horsepower Peugeot-Renault-Volvo fuel-injected, aluminum, 2.8-liter V-6 engine with a Bosch K Jetronic fuel-injection system. It sits on a Lotus-designed, double-Y, backbone-frame chassis and features independent four-wheel suspension. It has a wide, 62-inch track, and its front wheels are an inch smaller in diameter to minimize oversteer and offer better overall handling. The DMC-12 purrs like a kitten yet runs like a scalded dog. There's no doubt this car was engineered for the driving enthusiast.

But what draws most people to the DeLorean has little to do with its power train or suspension. The attraction isn't under the frame; it's in the design. Giorgetto Giugiaro of Ital Design studios in Turin, Italy, was recruited to create a unique look for the new DeLorean. Giugiaro had designed such notable autos as the Maserati Bora, Alfa Romeo Giulia Sprint GT, Volkswagen Scirocco, and Lotus Esprit. DeLorean considered Giugiaro one of the world's greatest automotive engineers and designers. He was correct.

After receiving the technical specifications for the new model, Giugiaro presented a design that looks as modern today as it did in 1981. The lines of the DMC-12 are no-nonsense and sleek. The car's elegant low profile and swept appearance reference a tradition of classic styling but with Giugiaro's futuristic touch. Even standing still, the DMC-12 appears to be in motion. The body—glass-reinforced plastic with high-quality grade-304 brushed stainless steel skin—sets the car apart from anything else on the road. The paint can't chip or fade, and it's impervious to rust. Some DeLoreans have been painted various colors by owners and by dealers who acquired the cars after DMC went into receivership, but with the exception of two 24-karat-gold-plated DMC-12s, all of the cars left the Dunmurry factory with gleaming stainless steel exteriors.

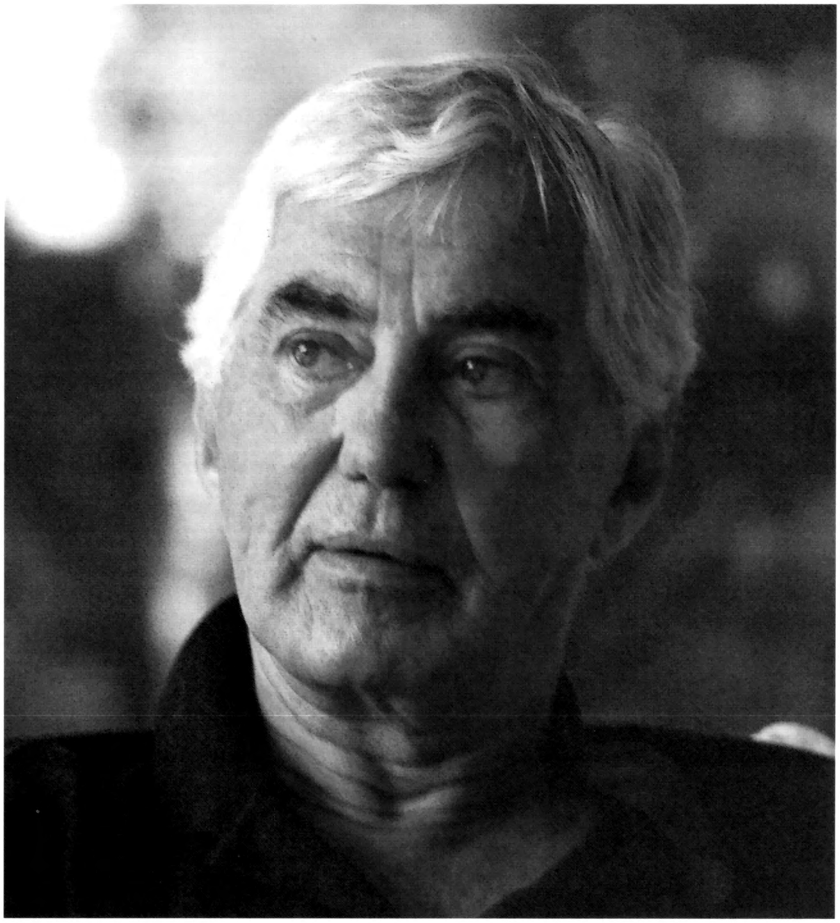
The DeLorean's most recognized feature is its gull-wing doors. Fully opened, the doors give the car the look of an X-wing fighter from Star Wars. Unlike the gull-wing doors of the 1956 Mercedes-Benz 300SL or the Bricklin, DMC-12 doors require only 14 inches of swing space, which comes in handy for tight parking or opening the door into traffic. Such economy, compared with the 40 inches or more required by most conventional car doors, makes the doors not only distinctive but also practical.

Balancing the practical and the stylish was foremost in DeLorean's vision of the ethical sports car. DeLorean wanted to produce a safe, economical, maintenance-free vehicle for those who enjoyed driving but weren't necessarily possessed of deep pockets. The original prototypes featured advances and safety aspects that anticipated the general automotive industry by years: air bags, advanced antitheft features, a one-piece elastomeric bumper, an elastic-reservoir-molded frame, passive-restraint automatic seat belts, and an onboard computer with digital readout. Financial or technological constraints and a compressed production schedule kept most of those features from being incorporated into the final DMC-12 models. Still, DeLorean delivered a car that was affordable, low maintenance, and safe.

IT'S COMFORTABLE, TOO. When you slip into the leather bucket seats of the DMC-12, the roominess of the cockpit tends to surprise. Unlike other sports cars—such as the Lamborghini Diablo, Dodge Viper, or Ferrari Testarossa—even drivers over six feet tall aren't cramped for space. Every inch of the interior is designed to give maximum comfort and easy access to controls. The seats are fully adjustable, and the steering column both tilts and telescopes for a customized feel and fit. The DMC-12 also is a surprisingly quiet car given the proximity of its power plant, which is just behind the seats. You can hear even the quieter passages of Beethoven's Ninth Symphony as you cruise.

And you'll want to cruise. The DMC-12 accelerates from zero to 60 miles per hour in less than eight seconds with nearly effortless shifting. Once on the road, you begin to appreciate the thought and imagination that went into the engineering. The DMC-12 is not simply a well-built driving machine; it's an experience. You're sitting a mere six inches above the asphalt in a vehicle that despite its tight engineering tolerances is very forgiving in its handling. The superior rack-and-pinion steering makes cornering and maneuvering a breeze. One ride, and you'll never want to leave the cockpit.

That's why the DMC-12 is not a car that sees the road only on Sunday afternoons or on the way to the annual car show. A large portion of DeLorean owners drive them daily, and it's not unusual to find the cars in mint condition, even with more than 200,000 miles on the odometer. You can find DeLoreans advertised for sale in newspapers, in car magazines, and on the Internet, with lots and lots of miles accrued and still commanding $20,000–$40,000. And those prices are going up. Indeed, the gold-plated DMC-12s go for $175,000.


George Mahlberg

John DeLorean challenged the automotive industry with his ethical sports car

It's not unusual to find DMC-12s in mint condition, even after 200,000 miles

Then why are so few DeLorean DMC-12s on the road? There are several reasons: One is availability. Only 8,583 DeLoreans were manufactured in 1981, 1982, and 1983:

George Mahlberg

6,539, 1,126, and 918, respectively. Of those, about 6,000 are believed to be in circulation—a few hundred of them outside the United States. Many have been squirreled away in garages by those interested in the cars' future value; its scarcity makes the DeLorean appealing to those who invest in exotic cars.

Another reason you don't see many DeLoreans on the road is the unfounded fear that service and parts are unavailable for a car that ceased manufacturing 15 years ago. Several repair facilities for DMC-12s are still in business, and true to his vision, DeLorean created a vehicle whose components are still available today. In part, he accomplished it by using components that remain industry standards and are built by several automotive parts companies. In addition, organizations exist to assist DMC-12 owners. The DeLorean Owners Association is the largest of them, with a membership of more than 2,000 and offering technical advice through its publication DeLorean World as well as on its Web site at www.delorean-owners.org.

But the main reason a DeLorean encounter is so rare has to do with taste. The DMC-12 is simply not the car for everyone. Even the exotic sports cars introduced during the past decade by the major automotive companies lack boldness and individuality of design. The soft, rounded lines of new cars invoke the shape of a newborn baby as a design paradigm—something simple, soothing, and relaxing. The sharp, distinctive lines of the DeLorean, however, leave no room for doubt: this car is a high-tech machine, a stainless steel interface between you and the road, a reliably engineered machine that will take you wherever you want to go.

It may even make getting there the best part.

George Mahlberg is a member of the Association and is on the staff of BLOOMBERG *magazine.*

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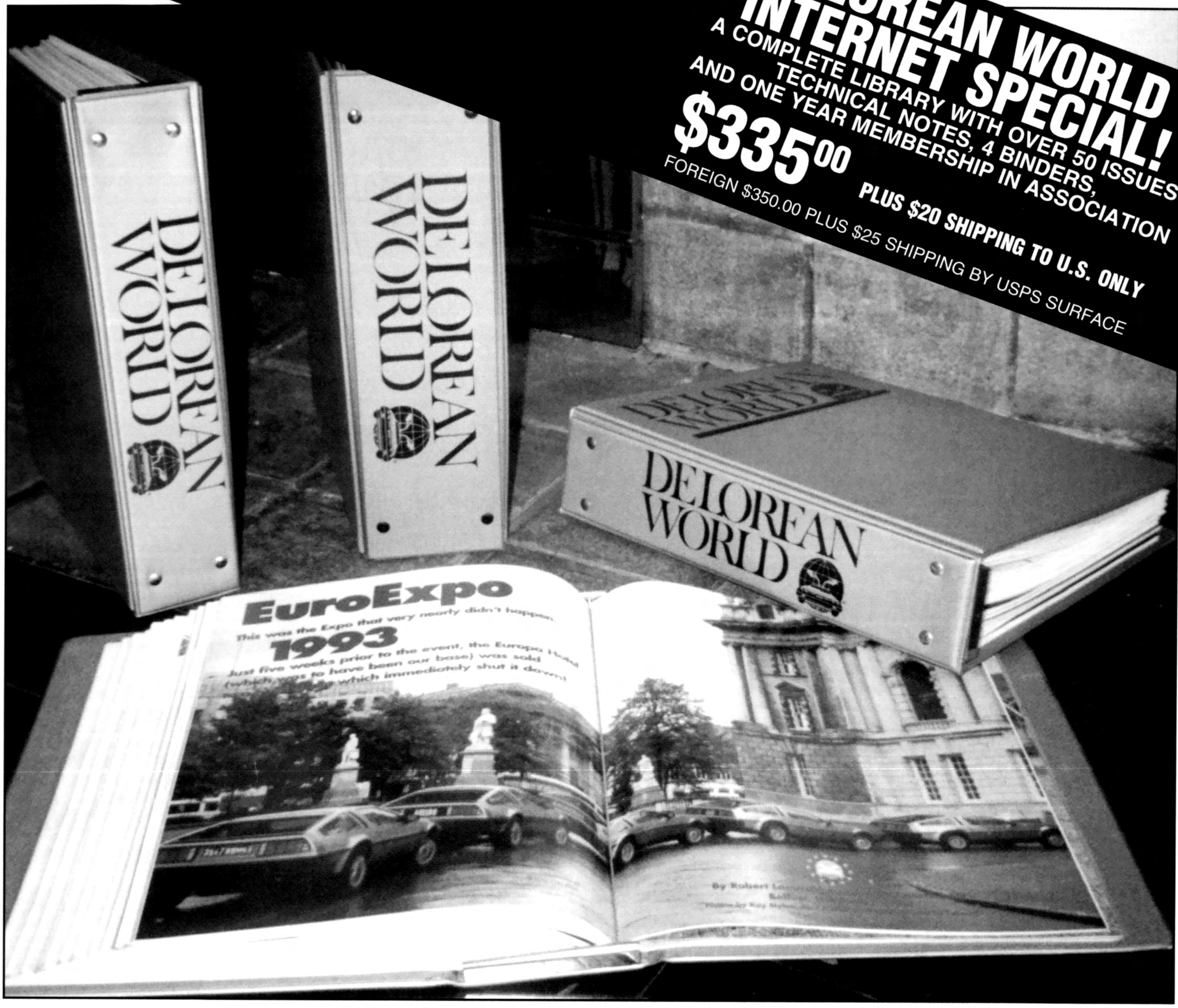

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DELOREAN OWNERS ASSOCIATION

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city/town, place)*
Name, address and telephone number *(for further information)*
Date *(three or more months ahead of time you receive each issue)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

SEPTEMBER

3-6 Los Angeles, CA	**DeLorean EXPO '98**, DeLorean Owners Association. Universal Hilton & Towers Hotel. 805/964-3296
3-8 Auburn, IN	**World's Largest Vintage Car Auction**, 28th Year, 5,000 cars expected. Kruse Auction Park. 800/968-4444
5-7 Los Angeles, CA	**1998 Ford LA Vintage Grand Prix & Motoring & Lifestyle Expo.** 310/444-5544
12 Camarillo, CA	**Car Show**, Make A Wish Foundation. 805/491-2123
12 Boston, MA	**21st Annual Greater Boston Collector Car Auction**, North Shore Old Car Club Show & Swap, TopsField Fairgrounds. 800/968-4444
13 Chino, CA	**15th Annual Charity Car Show**, Chino Jr. Fairgrounds. 909/948-2444
17-20 Las Vegas & Ely, NV	**Silver State Classic Challenge**, FLAT OUT on a PUBLIC HIGHWAY, 90 miles, Lund to Hiko on Highway 318. Speed brackets from 95-165 mph & unlimited. Practice at Las Vegas Speedway, Car Show in Ely. Awards banquet in LV at the Showboat Hotel Casino. 702/289-6267
17-20 San Bernardino, CA	**9th Annual Route 66 Rendezvous**. 909/889-3980 or 800/TORTE-66
19 Charlotte, NC	**21st Annual Auction**—Charlotte Motor Speedway. Kruse. 800/968-4444
25-27 Indianapolis, IN	**Indy British Motor Days**, White River Park. 317/887-3867
26 Yucca Valley, CA	**3rd Annual Road Runner Fall Classic**, Morongo Basin Old Car Club. 760/364-4515
26 Cloverdale, CA	**Street Celebration '98 Car Show**, Chamber of Commerce. 707/894-4470
26-27 La Jolla, CA	**Concours d'Elegance and Clam Bake**. Horseless Carriage, Veteran, Vintage, Classic, Special Interest ... "on the astonishing American Riviera". 619/454-2628 evenings.
27 La Crescenta, CA	**Verdugo Vintage Vehicles Car Show**, La Crescenta Park. 818/790-7614, 818/352-4553
27 Silver Springs, NV	**Silver Springs Stew Doo and Classic Car Show**. 702/577-2100, 702/577-3424

OCTOBER

1-4 Las Vegas, NV	**Super Run '98**. A Classic Car Experience Show "N" Shine, Silver Classic Car Auction, Music Festival. A Charity Event. 702/739-0045
2 Mission Hills, CA	**Santa Monica Sports Car Club/SCCA Navigational Rallye**. From B of A in Mission Hills. 310/372-7168 or 818/894-3549
3 New Orleans, LA	**23rd Annual Greater New Orleans Collector Car Auction** at Boomtown. Kruse. 800/968-4444
4 Newport Beach, CA	**ATSC's Newport Beach Concours d'Elegance "British Sports and Racing"**, Benefits the ATSC. Pelican Hill Golf Club. 714/756-0993
7-10 Hershey, PA	**Antique Automobile Club Eastern National Division Fall Meet.** 717/534-1910
10 Placentia, CA	**12th Annual Heritage Days Car Show**, Kraemer Park, Heritage Committee. 714/993-8232, 714/524-7733
10 Sierra Vista, AZ	**11th Annual "Cars-in-the-Park '98" Car Show**, Veterans' Memorial Park. 520-378-3096
16-18 Branson, MO	**Collector Cars International Presents the Branson Collector Cars Auction** - 400 cars expected. Celebrating a 15 year tradition. Jim or Kathy Cox. 800/335-3063
17-18 San Mateo, CA	**The Collector Car Sale**, San Mateo Expo Center. 650/349-8452, 510/581-4911
17-18 Miami, FL	**Exotic and Vintage Car Show & Auction**, Coconut Grove Convention Center. Paul Alamo. 305/883-7744
18 Hermosa Beach, CA	**Fall Classic Car Show**, Project Touch, Clark Field, 11th and Valley Drive. 310/379-2797,562/430-3664
18 La Jolla, CA	**Torrey Pines Concours d'Elegance** Featured Marque: Vintage Race and Classic Alfa Romeos. To benefit Cancer research at the Scripps Institute. The Lodge at Torrey Pines/Rorrey Pines Municipal Golf Course. 619/283-4221
24-25 Volo, IL	**26th Annual Auction**, Bill and Greg Grams. 815-385-8408
24-25 Palm Springs, CA	**McCormicks Palm Springs Exotic Car Auction**, at the Riviera Hotel. 760/320-3290, fax: 760/323-7031
23-25 Toronto, Canada	**RM Classic**. 905/206-1500
30-31 Atlanta, GA	**24th Annual Collector Car Show & Auction**, Gwinnett Civic Center. Kruse. 800/968-4444
30-Nov. 1 Las Vegas, NV	**24th Year "The Auction"**, 168 Car Collection at N.R. Imperial Palace, Don Williams at Blackhawk. 925/736-0695

NOVEMBER

1 San Marcos, CA	**Dalton's Roadhouse Charity Classic Car Show**. 760/746-8340
6-8 Laguna Seca Monterey, CA	**Cherry's Jubilee Car Show and Festival**, Laguna Seca. Salinas Valley Memorial Hospital Foundation. 408/759-1886
7-8 Bermingham, England	**Annual NEC Auction & Classic Car Show**, 50,000 attend, 400 cars, 1,000 vendors. Andrew Greenwood. 01-484-660-622, fax: 01-484-660-623
14-15	**McCormick's Exotic Car Auction**, at the Convention Center. 760/320-3290 or 760/320-2850 fax: 760/323-7031
20-22 Dallas, TX	**26th Annual Kruse/Leake Collector Car Auction**, 400 cars, held indoors at Dallas Market Hall. Largest auction in Texas. Kruse 800/968-4444, Leake 800/722-9942
21-22 Scottsdale, AZ	**Good Guys 1st Southwest Nationals**, Rods, Customs, Classics, and Muscle Cars thru '72. West World of Scottsdale. 510/838-9876
23-29 Palm Springs, CA	**Grand Prix and Festival of the Performing Arts**. A special 1.6 mile, 10 turn road course on the downtown streets of Palm Springs, Formula 1 and Formula 5000 Part of the 1998 VARA series. The Grand Prix will showcase 5 separate vintage classifications. 818/787-3497

DECEMBER

5 Palm Springs, CA	**Festival of Lights Parade**, Nighttime parade through downtown Palm Springs. Join other DeLorean owners for their third year. All vehicles must be decorated with at least 400 white Xmas lights. Mimi Breer 626/798-6279
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TECH TALK

By Dick Shipman / Technical Director

Some of these questions are based on those that have been asked to me on our tech line and some are meant to point out a solution to you that I have encountered myself over my years of DeLorean ownership.

Keep in mind, some repairs can only be safely performed by experienced professionals so if that is the case with a given question, I will tell you. If I can answer a technical question for you, please send it to Dick Shipman, 10568 Ashton Ave., Los Angeles, CA 90024 or call me at (310) 474-8194 or fax to (310) 474-9524.

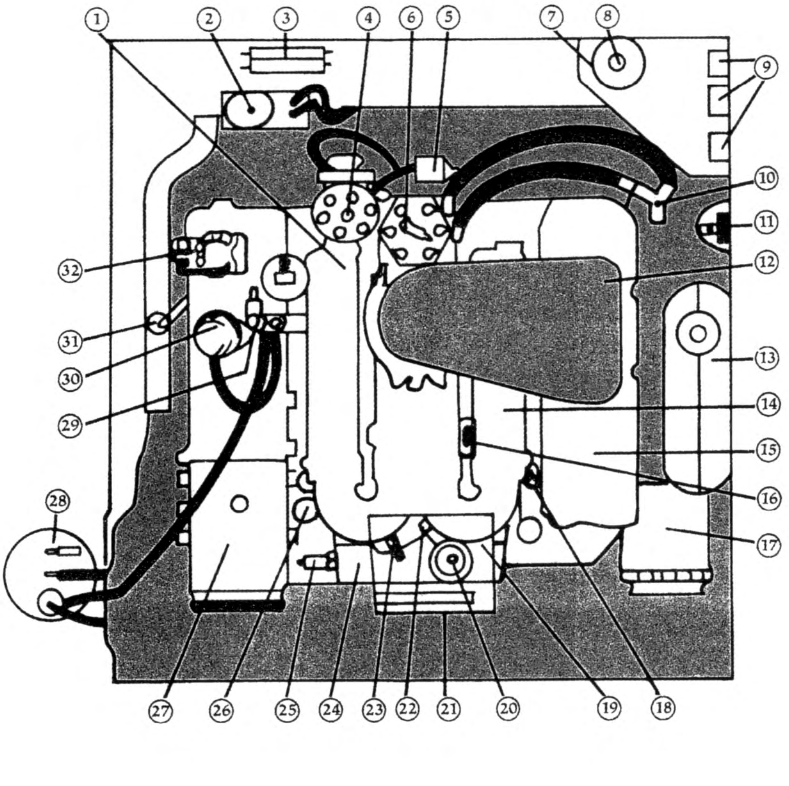
Question:

I have heard there is a diagram available of the engine that shows where the various parts are located. Have you seen this?

This has run before in DeLorean World but for those of you who don't have all the back issues, here it is.

1. Engine - PRV 6
2. Auto-trans computer top connector
3. Compensating resistor
4. Ignition distributor
5. Distributor advance solenoid
6. Fuel distributor
7. Coil cover (black)
8. Coil
9. Electric wire loom gang plugs
10. Fuel frequency valve
11. Positive battery jump terminal post
12. Air cleaner
13. Coolant bottle
14. Intake manifold
15. Valve cover
16. Idle speed micro-switch
17. Alternator (Ducellier or Motorola)
18. Fuel injector (3 ea. side)
19. Accelerator cable
20. Accelerator cable return spindle
21. Accelerator cable retro cover (black)
22. Full throttle micro-switch
23. Coolant system bleeder valve (10mm)
24. Water pump
25. Thermo-time temp switch
26. Spark plug & wire (3 ea. side)
27. A/C compressor
28. Charcoal emissions canister (inside black cover on side)
29. Cold start valve (blue on top area)
30. Oil filler cap
31. Cooling fan thermal switch (otter switch)
32. Control pressure/warm-up regulator

ENGINE COMPONENTS



Question:

What is the purpose of the little tab on the outer small window frame?

It is identified as a “glass stabilizer guide”. It assists in guiding and retaining the toll window glass in its channel.

Question:

I have had my car’s front end aligned several times yet it still seems to stray. Now I hear that the rear end can and should be aligned, also. Is this true?

Perhaps the rubber bushings in your front suspension have begun to deteriorate and have lost their elasticity or your rack and pinion has started to fail. It is recommended that the front and rear tires and suspension be aligned whenever major work is performed on the suspension in order to maintain its integrity.

Question:

I am contemplating adding a security system to my car yet I hear that no one has ever reported a DeLorean stolen because they are too unique to interest thieves? What is your opinion on this subject?

As the cost of a quality DeLorean automobile continues to climb and various parts become more difficult to obtain, parting-out a stolen DeLorean will become more desirable to thieves. Would you put your 1998 Ferrari in the downtown section of any major city overnight with no alarm protection?

Question:

Now that the Goodyears are no longer available for our cars, what is a good replacement for these tires?

Yokohama AVS Intermediate. Rear: 235/60 15. Front: 195/60 14.

Question:

As I was driving along with the air conditioning and radio on, the engine died. 1/2 hour later it started immediately. I drove it home without the air conditioner and radio on and it worked fine? What could have happened?

Possibly one of the electrical relays or pressure switches tripped from excessive ice or build-up. Check all of your A/C system ground locations. Make sure they are clean and making good, secure contact. After doing this, if it happens again, have the A/C system serviced.

Question:

What is the proper lubricant for the rack and pinion assembly under the dust boots?

NONE. These parts are lubricated during manufacture or rebuilding. Lubricants cause the rubber to fail. As their name states, these are only “dust bellows”.

Question:

A friend suggested that I get a “Battery Buddy”. What do you suggest?

DeLorean automobiles should not be left stored with battery chargers hooked-up to them. Electrolysis in the cooling system will erode the metals. A “Battery Buddy” or “Battery Tender” is an excellent tool to use to maintain the charge level, however, the battery should always be removed from the vehicle when attached to the charger.

Question:

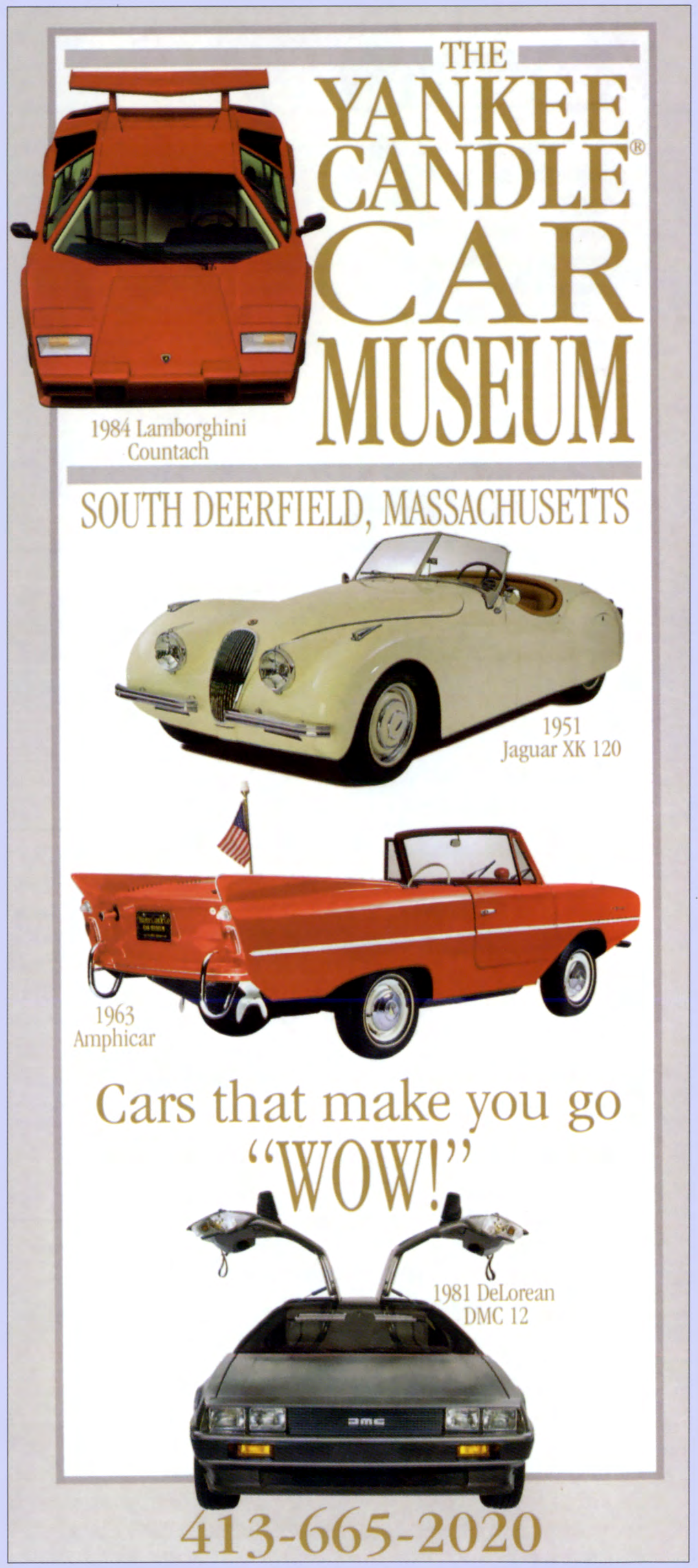
What is wrong with my automatic antenna? It won’t go up anymore.

Probably the flexible drive gear on the bottom has broken.

Question:

Is it possible or practical to install cruise control and power steering in my DeLorean?

Cruise control yes. Several of the newer electronic models are outstanding. Power steering - NEVER!



By Hank Breer, Museum Director

We have all done it. You remember when we were children. It might have been in the fifth grade, when we were studying about the American colonists, or someday when we were sick at home or the weather kept us from playing outside. But whatever the reason, we have all melted old candle stubs and a few crayons, poured the mixture into a milk carton with a string in it, and made a candle.

IN 1969, MIKE KITTREDGE DID IT.

At the time, he was a 16 year old student in South Hadley, Massachusetts, and he made the candle as a Christmas gift for his mother. But here our collective histories diverge. Mike's candle must have looked very good since a neighbor admired it so much that he sold it to her before giving it to his mother. (Mine looked like leftover lasagna.) With the profits, Mike purchased enough wax to make two more candles, another one for his mother's gift, and the other to sell.

Family, friends and neighbors raved about his candles and kept buying them as fast as he could re-fill empty milk cartons with wax. Soon, the Kittredge home and garage were overflowing with wax and finished inventory.

From that humble beginning, the Yankee Candle Company was born. In 1973, Mike moved his candle-making into its first building in Holyoke, Massachusetts. Ten years later, Mr. Kittredge purchased the current site in South Deerfield and moved the operation there. He opened The Yankee Candle Store in November 1983 and it has continued to grow.

TODAY, YOU CAN FIND YANKEE CANDLES IN 14,000 BETTER GIFT SHOPS ACROSS NORTH AMERICA.

The company currently employs more than 1,200 and has a growing chain of retail stores.

"But, what does all this have to do with DeLoreans?", you ask. Being successful has allowed Mr. Kittredge to indulge in his dream of displaying cars as automotive art. On August 26, 1995, he opened The Yankee Candle Car Museum at 5 North Street, South Deerfield, Massachusetts. Twenty-five months later, on September 20, 1997, the collection had outgrown its original location and was moved to a larger facility at the Yankee Candle Shops on Route 5.

The museum's stated intent is "…to present a collection of vehicles that are significant to the history of the automobile and that can be enjoyed by the general public as well as the serious enthusiast, and to vary the collection for the continued interest of our guests."

The collection is eclectic and includes an 1885/86 Benz replica, a 1963 Amphicar, a 1956 BMW Isetta 300 (think Urkelmobile on the TV comedy "Family Matters"), and a 1996 Lamborghini Diablo. You are invited to sit in a 1961 Rolls-Royce Silver Cloud II and a 1982 Ferrari 308 GTSi for a great photo opportunity. Currently on loan to the museum are a 1910 Stanley Steamer, a '32 Ford hot rod that was the pattern for the original "Hot Wheels" model, and a 1956 Mercedes-Benz 300SL Gullwing. And there sitting between a Porsche Speedster and a Dodge Viper, proudly sits a 1981 DeLorean.

Mike Kittredge purchased VIN No. 5529 many years ago at a Barrett-Jackson Auction. The car has 2,659 original miles and sits on it's original Goodyear NCT radials. Typical for its VIN, the hood has the two relief grooves and no gas filler door.

The car is a 5-speed with a gray interior. It has the original Craig radio, console-mounted digital clock and the retractable antenna. The body is the original brushed stainless steel and is in excellent condition.

In addition to being a candle store, the complex houses much more. At the Wax & Tallow Shoppe and Museum you can watch demonstrations of historical candlemaking techniques. There is a 'dip-your-own' candlemaking section. Kringle Market Square features a Bavarian-style market with carts, kiosks, and sheds, a fountain, an animatronic Oompah Band, and the Coffee Haus. Next to The Toy Shop are Santa and his giant Toy Factory Machine. And I haven't even mentioned the Nutcracker Castle, Captain Maurice's Tugboat, or Chandlers Restaurant.

THE MUSEUM WELCOMES CAR CLUB MEETS AND OCCASIONALLY SCHEDULES CAR SHOWS.

They will reserve a section of parking for large groups (other guest traffic allowing) and will also arrange for group rates and guided tours. They do not have banquet facilities, but food arrangements may be made with Chandler's Restaurant, adjacent to the shops.

If you check out the museum gift shop, you will find something to add to your collection of DeLorean memorabilia; a very well-done T-shirt.

The museum is open 7 days a week, 9:30 am to 6:00 pm, with extended fall and holiday hours. Admission prices are: Adults, ages 12 and up, $5.00; Children, ages 4–11, $2.00; Children under 4 are free. Season passes and group rates are available.

The museum is located off of Massachusetts Interstate 91 at exit 24. Take Route 5 and 10 North for one mile. It is on your left. (413) 665-2020

Many thanks to Steve Smith and especially to Teri Poitier for their help in preparing this article. Say 'HI' for me when you drop in.

Top: The Yankee DeLorean
Bottom: Yankee Viper

Headlights have been reduced in size.

the '97 DELOREAN

By Robert C. Brandys, Hinsdale, Illinois

Part 1 of a 2 part article. The Design Improvements

Editor's Note: *As a worldwide organization whose purpose is to support a high quality marque, we encourage people to maintain the original integrity of the automobile rather than altering or transmuting it. Therefore, we rarely run articles on projects like Robert's. However, now and then, one is so odd or extreme that it is simply too newsworthy to avoid. That is the case with Robert Brandys' project.*

Some of you may think what he has done is brilliant. Others may consider it butchery. You be the judge. In any case, the Association does not recommend you perform any of these alterations.

I have had my DeLorean for almost 10 years. It is an '81 5 speed with a gray interior and it had 33,000 miles when I bought it. I really liked the car, but there were some detractions. I always wondered, "If John DeLorean was allowed to continue production to this day, would he have fixed these inconveniences?". As a result, I was inspired to "fix" them myself and make the car into what I think it could have been.

Engineering design is nothing new to me. I have been a car crafter since the '60's. The challenge with my DeLorean was to craft an updated vehicle with mostly off-the-shelf components so it could be put into production if desired. Throughout this project, items were not just fabricated; drawings were made of each specific piece and fully dimensioned for production purposes. This was no project for the easily bored or impatient. Overall, it took over 6,000 hours spanning over 6 years. The engineering, installation and cost of parts exceeded a value of $150,000. None of the changes to the car involved drilling holes in the stainless steel panels. Instead, holes were made in the frame and fiberglass body.

This spring, I had a chance to talk at length with John Z. DeLorean about my design changes and upgrades. He said that many of the things that I did, he was planning to do if the car were reintroduced. Interestingly, what most impressed JZD was the windows. Hopefully, John will get a chance to drive this car in the near future. He already has pictures and a video I sent him.

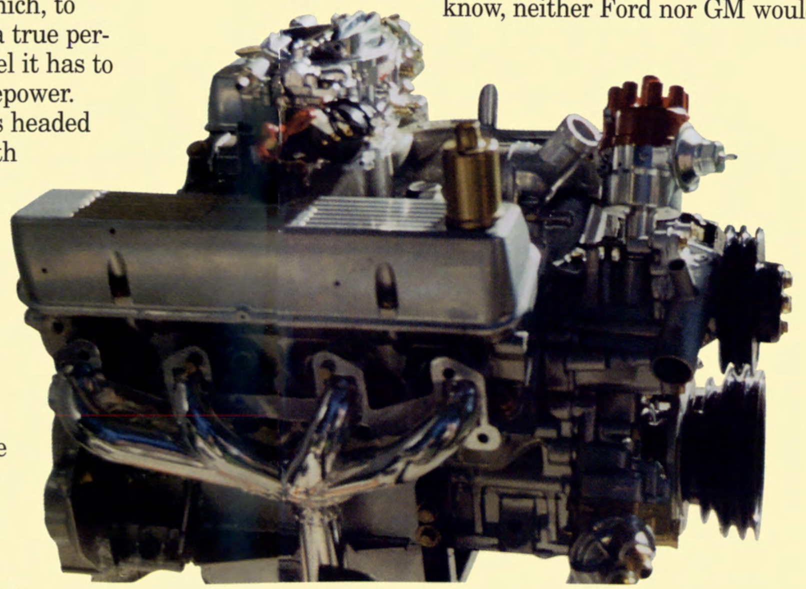
Shadow Automotive Creations assisted me in the fabrication and installation of the numerous upgrades on what I'm calling the '97 DeLorean. Shadow Automotive's owner, Brent Bartlett, is no stranger to updating older cars. He has updated many, including Metropolitans, Camaros, and Volkswagens.

All together, 9 major design improvements were made. These are discussed here in Part l. In addition, 13 new options and other minor design improvements were added. These will be discussed in a future article, Part 2.

As you read the following, imagine, as I did, that "The Dream" is still alive.

1. 260+ HP ALUMINUM V-8 ENGINE

The original DeLorean has only a 130 horsepower V-6 which, to me, is not sufficient for a true performance sports car. I feel it has to have well over 250 horsepower. Certainly, DeLorean was headed in the right direction with turbocharging the PRV engine, as were most car manufacturers in the early 1980's. However, I don't think turbocharging the engine is the answer (it really hasn't been used anymore since the '80's) and most sport cars have at least a V-8 engine. To me, the real fun in driving a sports car comes from low end torque. Simple turbocharging does not accomplish this. A turbocharged Buick Grand National with a 3000 rpm stall speed torque converter and automatic transmission can deliver low end torque, but who drives at 3000 rpm in first gear?



GM's Land Rover aluminum V-8 was my choice.

When you look at today's sports cars, automobile manufacturers have also abandoned (at least for now), turbocharging as a way to increase horsepower. They have adopted many of the old hot rodders' tricks such as a better intake and exhaust flow, a lower rotating mass, higher compression, a roller camshaft, aluminum heads and engine block, etc.

Consequently, relying on the old hotrodder's adage, "There's no replacement for displacement!", a 2.8 liter engine is just too small. Therefore, the engine would have to be a V-8 in order to achieve the desired horsepower and performance. There are both Chevy and Ford aluminum V-8s that are available, but they would not be consistent with the car's European heritage. As all DeLorean owners know, neither Ford nor GM would have been likely candidates to supply engines to DeLorean, so I didn't consider them either.

What readily-available aluminum V-8 would DeLorean have had access to? Was a British-made aluminum V-8 available? What would be the smallest, low cost, aluminum V-8 that would fit this engine bay? Would parts for this engine be readily available in this country? Interestingly, there is an answer to these questions, and, in fact, it follows John Delorean's heritage. The British Land Rover contains an aluminum V-8 that used to be built by GM in the early 1960's. It was found in Buicks, Oldsmobiles and Pontiacs as the 215 V-8. This engine and its equipment were sold to Rover in 1965 and it has also been used in many European sports cars including Triumphs, Jensens, etc. Equipped with electronic fuel injection and dual catalytic converters, this engine also meets current US emission standards. Had Delorean still been in business, it is very possible that he would be using this engine, just like other European car manufacturers.

This engine, in fact, is very popular among European car enthusiasts. It is also famous in the DAKAR African car race. Some of the race set ups are spectacular, such as 4 two barrel Webers! There is even a number of books written on increasing the performance of this engine. It has a good reputation for reliability, and is still raced by some people in this country. Also, a large volume of high performance parts are readily available.

This engine, therefore, was an excellent choice for my '97 DeLorean. The most amazing fact was that, in full dress it weighs about 20 pounds less than the current DeLorean V-6. A coincidence? Maybe. Maybe a future plan? What a great engine of choice for updating this car!

Installing this engine in the car presents some challenges. These include brackets for the power accessories, engine mounts, etc.

However, had DeLorean used this engine, the associated brackets would have been easy to manufacture. Other engineering difficulties include: oil pan clearance, transmission adapter plate, increased cooling capacity and a workable exhaust system with a crossover pipe. With custom designed motor mounts, the existing frame requires no changes. Also, there is plenty of room to work on the engine. A lot more room than in the PRV V-6.

2. 4-SPEED OVERDRIVE AUTOMATIC TRANSMISSION

The ZF Company, which made the automatic transmission for the DeLorean is still in business. Though they no longer make the specific transmission found in the DeLorean, they do make one very similar, only now it has 4 to 5 speeds.

The Transmission I chose is a 4-Speed OD Automatic. It just fits in the DeLorean frame. In fact, the DeLorean CV joints actually bolt up to this transmission, though the axles have to be shortened. It is also about the same size, but does not fit the DeLorean frame transmission mounts. This has to be changed and a custom mount designed.

This transmission easily handles 250 HP and is repairable as a replacement unit in this country. When investigating this transmission, we did not find a history of reliability problems. It is similar to the existing DeLorean transmission in that it is also computer controlled. Numerous computer inputs have to be connected. Linkages and other

continued on page 36...

DELOREAN
GETAWAYS

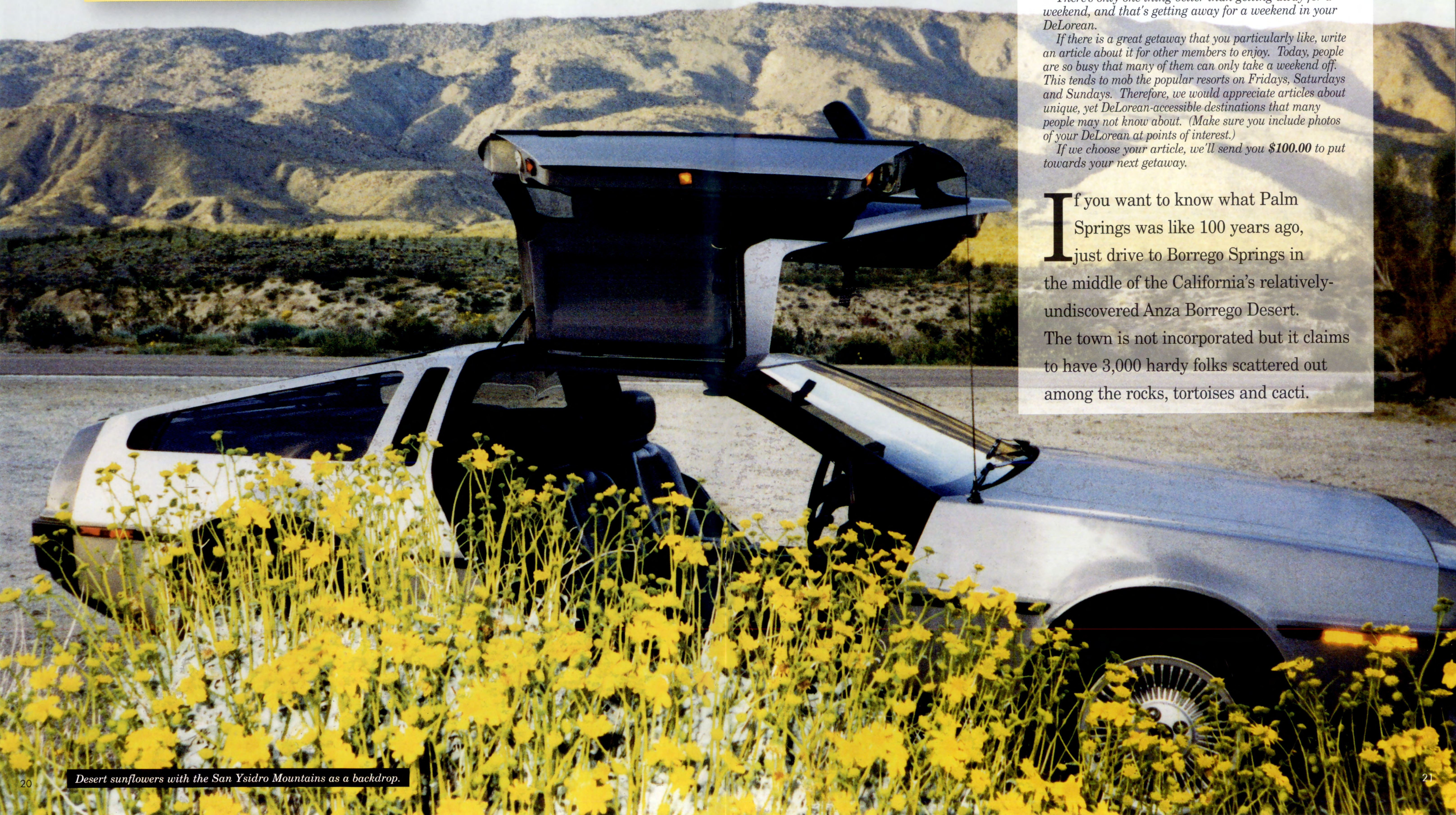
A WEEKEND AT LA CASA DEL ZORRO

There's only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a weekend off. This tends to mob the popular resorts on Fridays, Saturdays and Sundays. Therefore, we would appreciate articles about unique, yet DeLorean-accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you ***$100.00*** *to put towards your next getaway.*

If you want to know what Palm Springs was like 100 years ago, just drive to Borrego Springs in the middle of the California's relatively-undiscovered Anza Borrego Desert. The town is not incorporated but it claims to have 3,000 hardy folks scattered out among the rocks, tortoises and cacti.



Desert sunflowers with the San Ysidro Mountains as a backdrop.

Although there are a few formidable residences and a handful of large citrus groves, most of the homes in the area range from modest to empty. They are a far cry and decades away from the sprawling, manicured estates of Palm Springs, La Quinta and Rancho Mirage to the north.

La Casa del Zorro
RESORT HOTEL
COCKTAILS · DINING

Although there is growth in the area, it will likely take generations before Borrego Springs will be a Palm Springs, if ever. The reason became apparent to me while Mary Lou and I were waiting to talk with a volunteer at the desert visitors' center. A lady, probably in her 40's, was begging the volunteer to tell her how to get back out of the desert without driving those "dangerous" mountain roads. His response, "Well, you can drive to the airport and fly out. You see, every road out of here, no matter which direction, goes over mountains and is full of switchbacks."

The geography has, and will continue to mitigate growth in the area. The mountain driving is great fun for us DeLorean jockeys but I would have to guess it would be quite unpleasant being thrown about in the back of a limo or, for that matter, a tour bus. In our two day stay in the desert, we didn't see a single specimen of either.

THIS IS NOT TO SAY THERE AREN'T TOURISTS IN THE ANZA BORREGO.

Our hostelry was sold out for days in advance. Also, the area attracts a lot of nature lovers who enjoy hiking and camping there because most of its 600,000 acres are unspoiled. Retired RVers flock there too because it is so vast and uninhabited, they can simply head off over the sand, park and stay awhile. Tourists more interested in hiking and climbing than dining and lounging stay at one of the motels in Borrego Springs.

The village of Borrego Springs consists of these motels, a town circle and a few sparse blocks of necessary businesses. In fact, the place probably wouldn't have been there at all if the military hadn't set up encampments in the area during WWII. They brought roads and electricity in, then a few intrepid souls decided to stay after the military left.

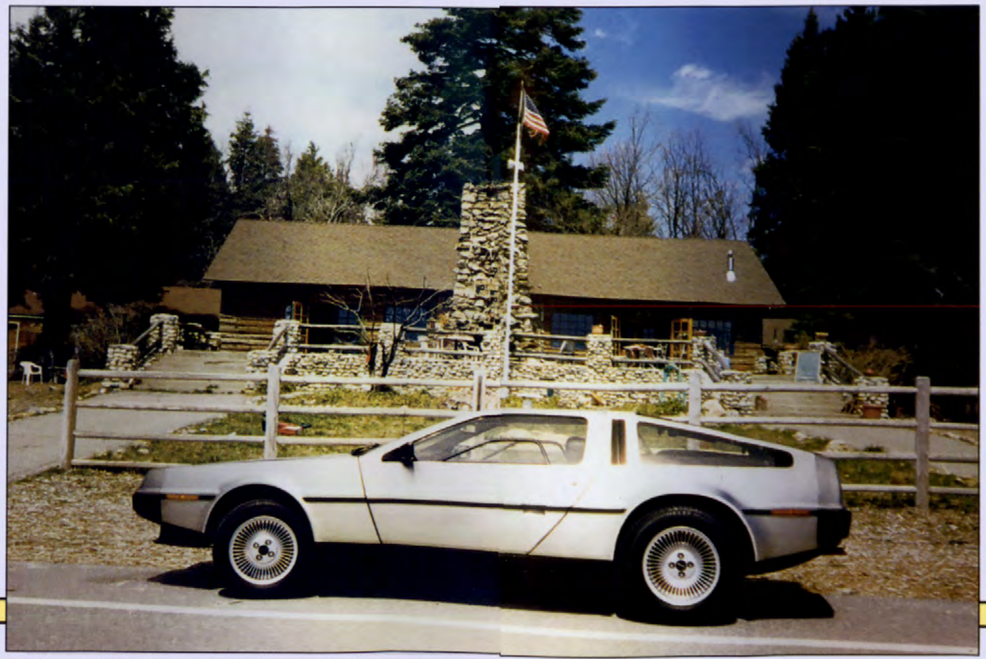
Now that I've briefly described the region, I'll admit it is not the reason we went there. We're not campers, hikers or RVers (although we could stand to hike a bit). No, our chosen destination was one of our favorite getaways — La Casa del Zorro (the house of the fox). And to make the trip complete, we saw a beautiful red fox run from the bushes as we drove up the mountain side.

We've been to La Casa during the summer, fall, winter and spring, and would recommend it each season. The summer is very hot. However, they have several jazz concerts that are quite popular. But I'm getting ahead of my story.

WE DISCOVERED DEL ZORRO OVER 20 YEARS AGO.

We'd read about it and it sounded like a great way to escape our hectic days in the city. No one we knew had ever heard of it. A real adventure!

We'd left Los Angeles after work. It was winter and around 6 p.m., so it was dark. As usual, traffic out of the city on a Friday night crept along in endless lines in all directions. Finally off in the distance, we saw the profile of Mt. Palomar. Back then, I'd done very little mountain driving so I was apprehensive as we started up those now-famous switchbacks in the total darkness.


In front of the historic Palomar Lodge on Palomar Mountain, elevation 5,500 feet.

It was probably 9-9:30 PM when we finally got over the mountains and into Borrego Springs. There was even less of it then and NOTHING was open. All of a sudden, the switchbacks seemed downright friendly in comparison. It was pitch dark in every direction and not a single cheery sign directed us to our goal. What and where could this place be? The Bates Motel came to mind.

The lobby of La Casa del Zorro was the original "desert lodge."

We drove out of town on a couple of different roads. NOTHING!

So, we headed back to "town" and called del Zorro. (That was before cellular phones.) The warm response on the other end of the line was, "Oh, Mr. Knudson, you're not far. Just come out Borrego Springs Road and you'll be here in no time."

We ventured out into the foreboding darkness, once again, for what seemed like an eternity. There was absolutely no sign of life at all. Finally, when we were about to give up, we saw a twinkle in the distance. Soon, we were pulling into an incredible oasis of palms, flowers, pools and casitas in a sea of darkness — a very welcome sight we still remember.

Although neither we nor our friends had heard of this hideaway, it had been popular for many years before we discovered it.

THE RESORT BEGAN AS A REMOTE RANCH HOUSE IN 1937.

Its adobe walls and hand hewn beams still form part of the lobby and lounge of the central building. The original house was initially expanded into what was first known as the Desert Lodge.

As years passed, minor additions to the Lodge increased its capacity but it remained quite rustic. Then as WWII broke out, the armed forces developed the Anza Borrego desert into a training area with the intention of simulating North African warfare.

Entry to La Casa del Zorro

Built to accommodate 18 guests at the time, often 30 to 40 members of servicemen's families were stuffed into every cranny of the Lodge. During that period, tanks, jeeps and half-tracks roared across the desert floor as planes thundered overhead day and night.

After the war, the lodge changed hands several times, then was purchased by James Copley, publisher of the San Diego Union Tribune who changed its name.

Today, the Copley family's La Casa del Zorro is very different from its early years. It is an elegant enclave that includes one of the finest restaurants in Southern California.

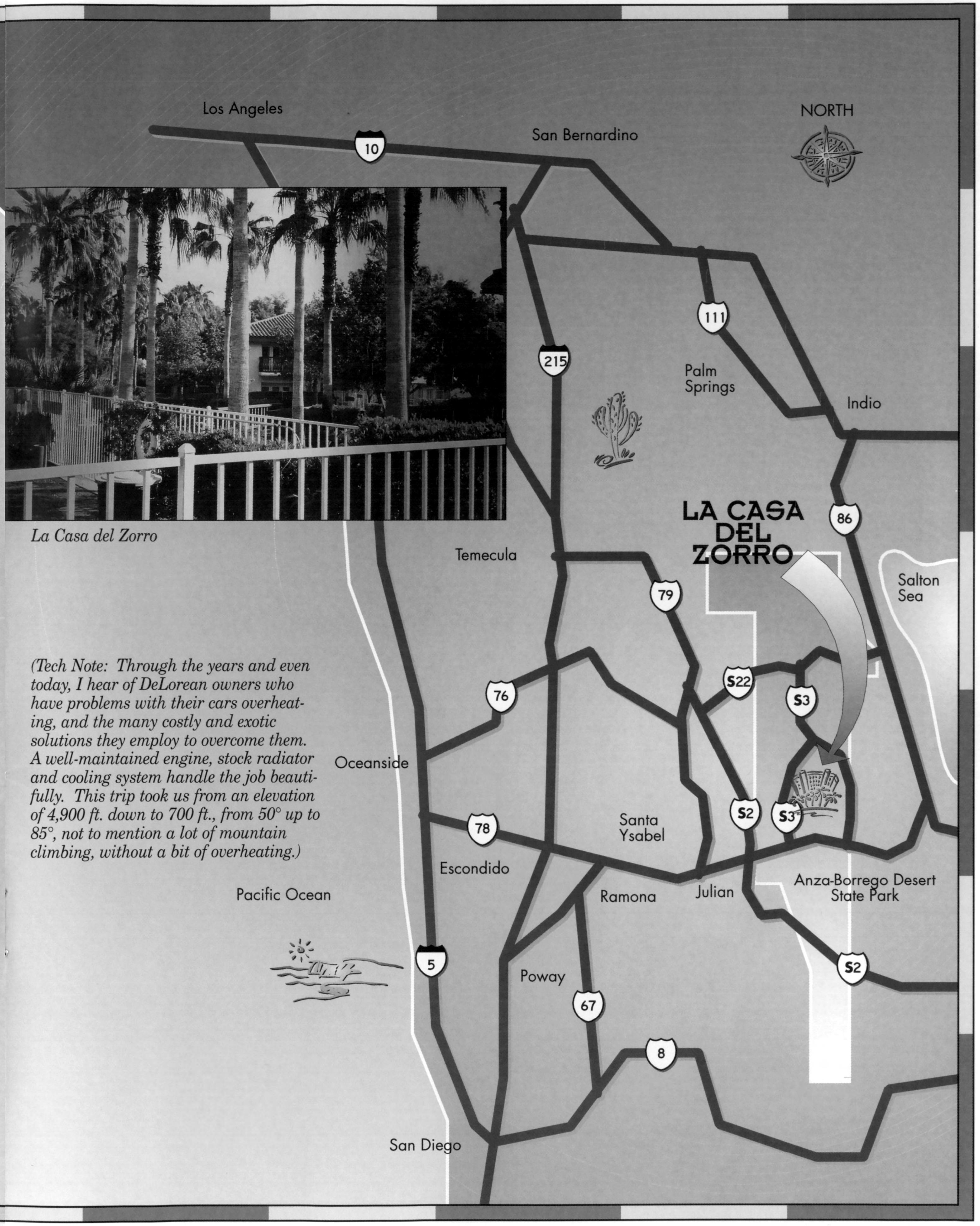
Many people are still not aware of La Casa, let alone, the Anza Borrego. In a way, that's a shame but it's also a blessing because you really have a feeling of escaping.

It is the kind of place you hate to leave, so we reluctantly headed up the mountain switchbacks stopping to look back at our tiny spot in the vast desert.

La Casa del Zorro seems a million miles away from the real world, yet it is only 80 miles northeast of San Diego. We highly recommend it as a true weekend getaway. Particularly for city dwellers.

For further information, contact:

- La Casa del Zorro (800) 824-1884
- Anza Borrego Desert State Park (760) 767-4205


La Casa del Zorro

(Tech Note: Through the years and even today, I hear of DeLorean owners who have problems with their cars overheating, and the many costly and exotic solutions they employ to overcome them. A well-maintained engine, stock radiator and cooling system handle the job beautifully. This trip took us from an elevation of 4,900 ft. down to 700 ft., from 50° up to 85°, not to mention a lot of mountain climbing, without a bit of overheating.)

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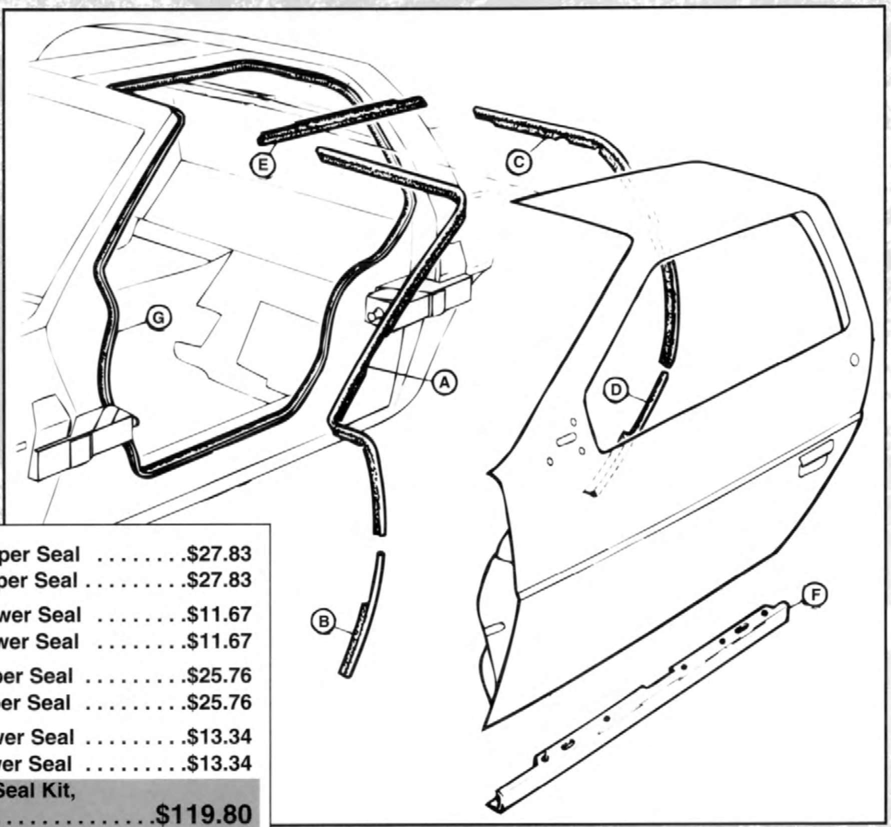

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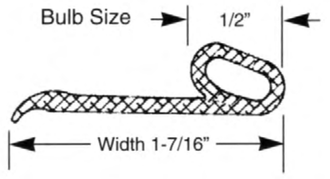
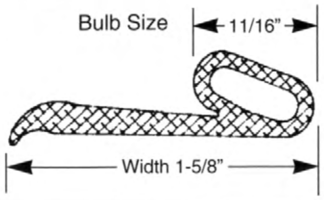
POST SEAL CUT-A-WAY VIEW

Small GS Profile



Large GL Profile



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Volume 2 Number 3

Over 150 DeLorean Enthusiasts Tour Columbus Parts Warehouse

DeLorean owners and buffs met in Cincinnati last June and as part of the activities toured the DMC Warehouse in Columbus. The massive facility, which houses nearly 50,000 square feet of NOS (New Old Stock) DeLorean parts, is normally closed to the public. DMC opened the doors and aisles of their cache to the conventioneers for tours and parts-hunting excursions. Some of the owners had visited the warehouse during the "mini" open house in November of 1997, but for others, the tour was a new experience. To a few, it was a revelation indeed, not having known that such a place existed.

The parts now in the Columbus warehouse were moved there from Dunmurry and Irvine, California when the original DMC ceased operation. KAPAC managed the inventory from 1982 to 1997 when it was bought by DMC Houston. It remains the largest supply of original DeLorean parts in existence.

The numerous aisles of windshields, hoods, doors, trim and other parts may inspire claustrophobic anxiety in a newcomer, but he can be comforted that this maze of machinery insures parts availability for years to come. There is no reason to fear that a parts shortage will depress the value of one's DeLorean. Rather, timely replacement of worn parts will ensure its future value.

> *I would never have imagined that were still so many parts available for our cars…*
>
> *Travis Graham*
> *Franklin, Tennessee*

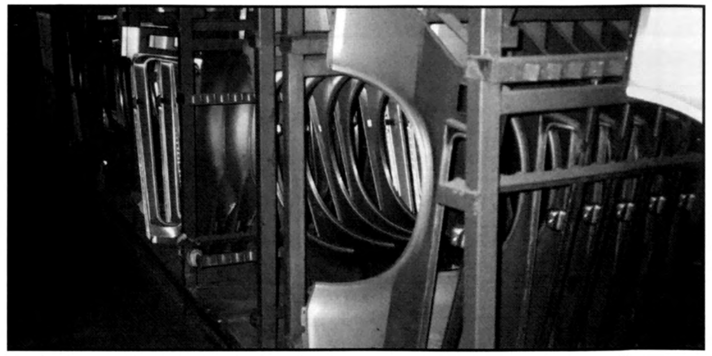
Even those of us here at DMC, who have been in the DeLorean parts and restoration business for fifteen years, and who held ourselves too jaded and world-weary to be awed by a big pile of parts, have been impressed with the future potential of the inventory. Less and less will DeLorean owners hear the dreaded "not available" from their suppliers. Everyday parts needs and body pieces are here, enough for years, managed by people who know DeLoreans and the problems of DeLorean owners.

DeLorean Motor Company has built its reputation on exacting quality in repair and restoration and competence and courtesy in service. With the acquisition of the Parts Depot, we can add certainty and quality in parts sales. The visitors from the Cincinnati Show learned this from the source - not the staff at DMC, but from the warehouse. The parts speak for themselves.

*One of several racks of new **catalytic converters**.*

*A small sampling of the **wide assortment** of interior trim.*

*Need a new front or rear fascia? This aisle is **full** of them.*



*Whether it be hoods, doors, fenders or quarters - we have it **all**.*

SEE US IN L.A. at DOA Expo '98

DeLorean Motor Company looks forward to seeing old friends and making new ones this fall in Los Angeles at Expo '98. As usual, we will be on hand with an assortment of parts and accessories, including many items from our warehouse, with special warehouse pricing on some items.

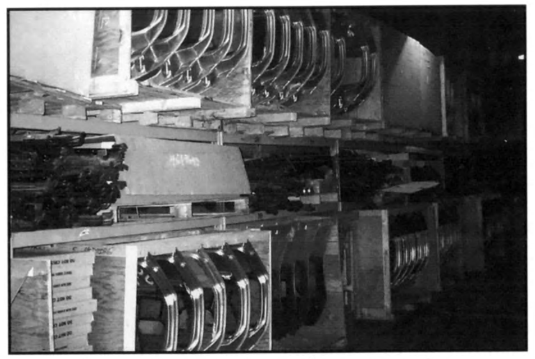
As another first for the DeLorean community, we will be distributing a complete parts price list and have available the newly revised Parts Manual. You will no longer have to call to find out a price on a part. This list will also be available at our website after the Expo.

The photographs on these two pages give a little of the flavor of the warehouse but are an inadequate representation of the true volume of the parts stored there. Just as most movies are best seen on the big screen rather than on TV, the full effect of the inventory can only be experienced with 3-D, Living Color and Surround-Sound in the "theatre" - the warehouse itself.

> *I found many parts that I had been told in the past were no longer available…*
>
> *Mike Substelny*
> *Cleveland Heights, Ohio*

Will there be another tour or open house at the Depot? Right now we are in the process of gradually transferring the inventory to Houston. When that move is complete, we plan a Central Distribution Facility for worldwide parts sales. At that time, an open house will be part of a large DeLorean Event in Houston. Watch this space for details.

*Radiators for concours **and** the cost-conscious.*



*One of a couple rows of new doors, with **factory luggage racks** and door sills in between.*

*This is one of **several** aisles containing new motors.*

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DeLoreanWorld

DeLorean World, Volume 15, Number 3; Fall 1998

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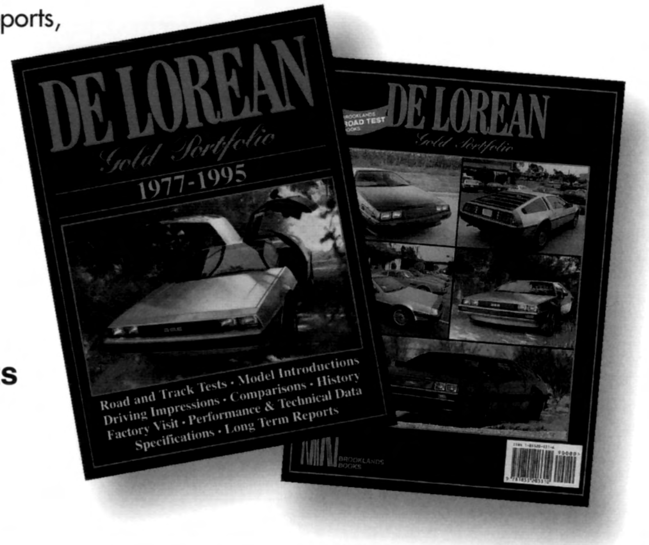
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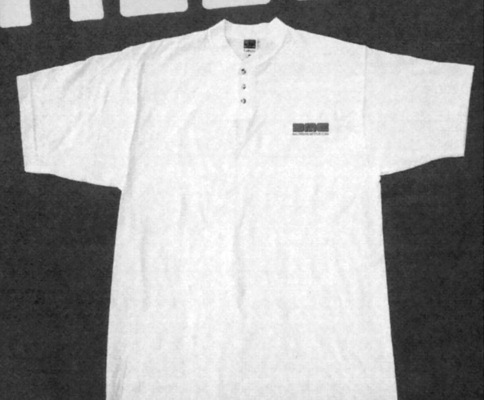
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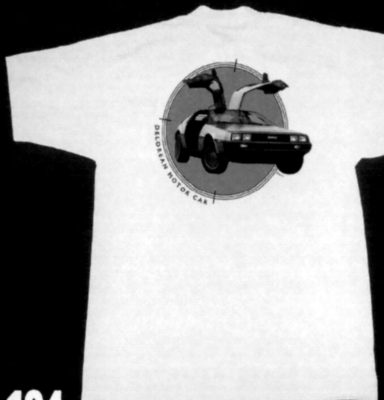
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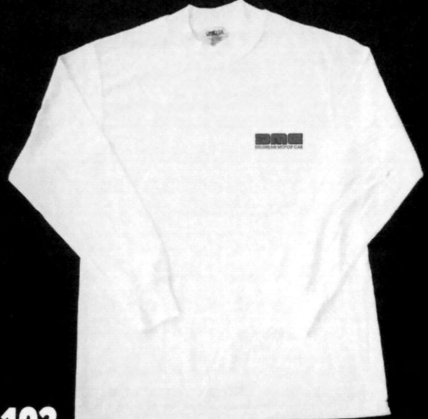
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Meet our brand new line of DeLorean shirts. From the unique DMC logo on the front to the colorful, flying DeLorean on the back, these high quality winners have the brightest, wildest graphics we've ever produced. Every DeLorean fan will want at least one.

102 – 3-Button Henley Short Sleeve Shirt – M, L, XL, XXL.$20.00
103 – Long Sleeve Mock Turtleneck Shirt – M, L, XL, XXL.$15.00
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the '97 DeLOREAN

...continued from page 19.

brackets need to be fabricated including a different shifter.

What's so cool about this transmission is that it can be used in either the automatic or manual mode. The manual mode is a + or - to shift gears. It's really wonderful and is just as much fun as a stick shift without dealing with a clutch pedal. Using this transmission in a DeLorean reduces the 70-80 mph cruising engine RPM to the 3000 RPM range. This also reduces noise and increases fuel economy. Another problem with the car is that there wasn't an up-front automatic transmission cooler. This was installed as part of the transmission upgrade. It fit nicely under the right front fender, like it does on a Porsche.

3. FULL SIZE POWER WINDOWS

How many times have you heard that there wasn't enough room for real size windows in the DeLorean? Well, anytime I got into my DeLorean on a hot day, this question always came to my mind. Driving in parades with the doors open is okay, but, I don't think it is the way the car's sleek style lines should be displayed.

DeLorean historians know that the prototype car had sliding windows. This, in my opinion, was a better choice than the tiny windows currently in the car, but certainly not what I would prefer which, of course, is real windows.

Well, I decided to check for myself. Is it true that there is not enough room for a real window in the DeLorean door? Just getting the door apart was a challenge. Designing and building a real window is a lot of work. (Actually, about 6 months of design and prototype construction.) I also removed the power door lock because I had heard of some problems with them. This made designing and installing the windows a little easier, too.

Real windows that go all the way up and down are possible in a DeLorean. The window has to be divided into three sections because the door has no tracks for the window to slide up and down. The largest section, in the center, moves up and down. In many respects, the most difficult part of the design was the window tracks. But you can now leave the windows slightly open at the top to vent hot air during the summer months or cruise with the windows fully open.

No more of the claustrophobic DeLorean feeling I never enjoyed.

These windows are not glass. They are Lexan, just like those used in race cars. Real glass windows could be made, but that would require about $100,000. The Lexan windows are very tough and hold up well in everyday use. In fact, they are being investigated for new cars. They are also much less costly than DeLorean glass windows.

If they get scratched, they can be replaced. The amount of work to replace them is similar to that for existing DeLorean windows. *(To see photos and more information on Robert's windows, refer to DeLorean World Vol. 14, #3.)*

4. IMPROVED COOLING SYSTEM

The original DeLorean cooling system was not designed for a V-8 engine, of course. Hence, it needs to be improved to handle the V-8 engine. Improving a cooling system is not rocket science, but getting everything to fit the car is. The car needed a 30% larger radiator, about 16" by 27" with a 'macho' 4 core design.

The second thing it needed is larger coolant pipes with fewer hoses. With a few changes in the rear piping, 1 1/2" pipes will fit the car.

The gas tank cover had to be lowered about 1" but this was not a difficult job when a 1" U channel was put on the four sides. The pipes also have 4 fewer hoses than the original design. Custom brackets to support the radiator needed to be made by extending the original brackets to handle the larger radiator.

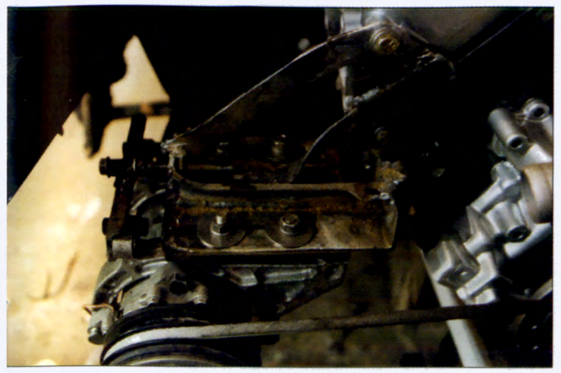
New shrouding also had to be fabricated. And of course, larger fans were needed. 14" fans did fit, but it was a very critical clearance issue. The overall airflow through the radiator is now 150% more than the original design.

5. IMPROVED SWITCH FOR REMOTE MIRRORS

I found the original switch to be unreliable and it often broke. The new GM switch is more reliable and can be replaced if needed. Its gray and black color coordinates well with the interior, too.

6. IMPROVED RUBBER ROOF SEAL

The rigid rubber seal at the top of the door is frequently subject to oxidation and failure. It is also difficult to replace since you have to drill out the rivets. (If you drill too far you'll put a hole in your door!). I decided to improve this design for both better sealing and longevity of the rubber. First, the "T" panel was removed from the top of the car. Next, the old rivets were drilled out and removed. Then, a 1/16" thick piece of neoprene rubber 6" x 30", cut to size and hole punched, was riveted to the door. With the door closed, this rubber sheet was glued to the fiberglass roof structure. After the other door was done, the "T" panel was reinstalled. Now a totally flexible seal is in place. It also extends at the upper edges of the door and stretches when the door is open.



Custom designed motor mounts.

A new and improved switch plate.

7. IMPROVED HEADLIGHT DESIGN

If you have ever had a burned out headlight in your DeLorean you know it is hard to replace. The lights are too large for the facia, which can warp and shrink with age increasing the problem. I felt I could eliminate this problem. In order to accomplish this, the front header panel was removed. This also gave me a chance to repair the warpage in the area above the headlights. (This will be discussed in Part 2.)

Next, the original headlight brackets were removed. A new headlight mounting bracket for the smaller headlights was constructed using the original mounting bolts. Once installed on the car and the wiring modifications were made, the straightened header panel was reinstalled. A trim cover plate was constructed and painted matte black to detail around the new headlights. The smaller headlights are now easier to replace.

8. GREASABLE TIE ROD ENDS

The DeLorean does not have power steering and its manual steering can take significant effort. The nylon bearing tie rod ends are a major source of friction in this steering system. I replaced them with the greaseable types. Installing these new tie rod ends makes the car much easier to steer.

9. REINFORCED DOOR STRUTS

Over time, the upper support steel plate in the roof for the door torsion bars that is glued to the fiberglass can become unglued. As a result, the door brackets flex when the door is opened and closed. This will eventually cause the fiberglass to fail. In order to correct this problem, I attached a bolt from this top plate to a new plate underneath the fiberglass in the passenger compartment. This puts the fiberglass in compression and eliminates any flexing. Larger strut support brackets were also installed to support this area.

My DeLorean is now a real pleasure to drive and is a real performance sports car. It is what I believe John DeLorean would be building today and what he hoped his car would have been in the future.

This completes Part 1, the major engineering improvements of the vehicle. Stay turned for Part 2, where I will discuss the 13 New Options and other vehicle improvements and repairs, including:

- smoke metallic interior
- 105/140 speedometer
- 144 amp alternator system
- dual batteries in the bonnet
- special instrumentation
- oil priming system with dual remote oil filters
- stainless steel DMC trim/accents
- poor access to the master brake cylinder
- replacing the starter cable that is too small and causes too much voltage
- too short of a high pressure hose to the air conditioning condenser
- R-12 air conditioning system that needs to be converted to R-134a
- air conditioning drain that dumps above the gas tank
- improved wiring design for the cooling fans
- straightening that warped header facia

Greaseable tie rods.

Museum DeLorean

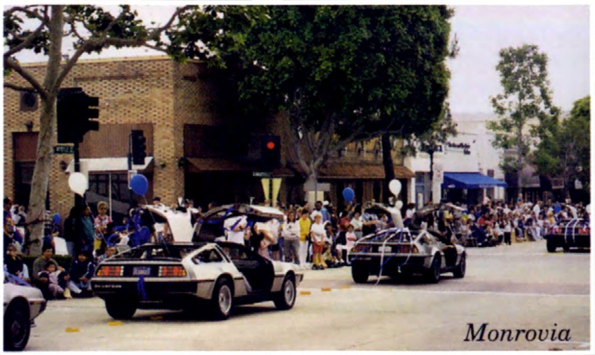
DELOREAN ON DISPLAY AT THE PETERSON

The car needed detailing so (left to right) Chris Tolleson, Don Sigler, Linda Porter, Mimi Breer and Hank Breer went to work and made it glisten inside and out.

1981 DeLOREAN

Everyone Loves a Parade!

THE SOUTHERN CALIFORNIA DELOREAN OWNERS CLUB JOINED IN THE FUN AT TWO PARADES. FIRST WAS THE MONROVIA DAYS PARADE WHICH WAS STAGED MAY 16 AND SECOND WAS THE MEMORIAL DAY PARADE IN LA CAÑADA/FLINTRIDGE.



Monrovia

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37): The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph . . . . 6.3 seconds
- Top Speed . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

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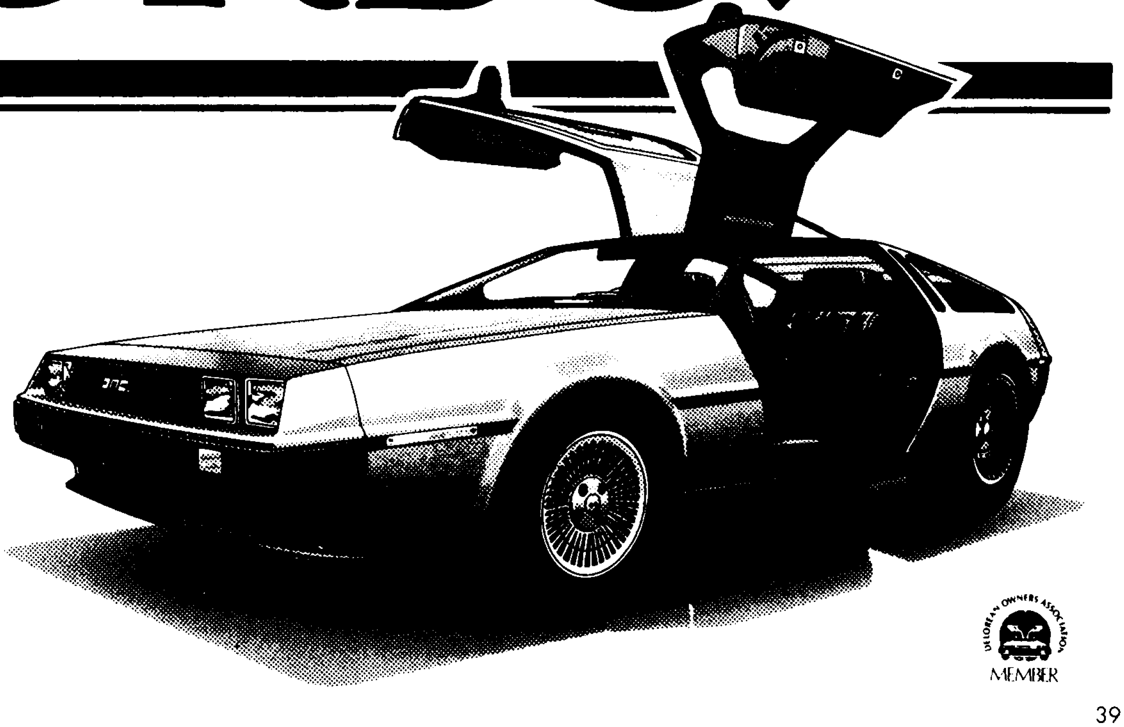

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We're always on the move crisscrossing the country. It's because so many owners want the peace of mind of having their DeLoreans serviced by DeLorean One.

No matter where you live in the United States (except Hawaii and Alaska), we'll pick up your car in our custom made transporter, bring it in, repair it right then return it to you.

Don't let us drive by next time without stopping. Give us a call today and arrange a convenient time to pick up your car.

We also ship all DeLorean parts and accessories anywhere in the world.

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